

~~my runner - triumph~~ Sales Co. Inc.
1957 W 144th Street
P.O. Box 1127 Alondra
Cardena, California 90249



Station 1965
R.W. Kustner

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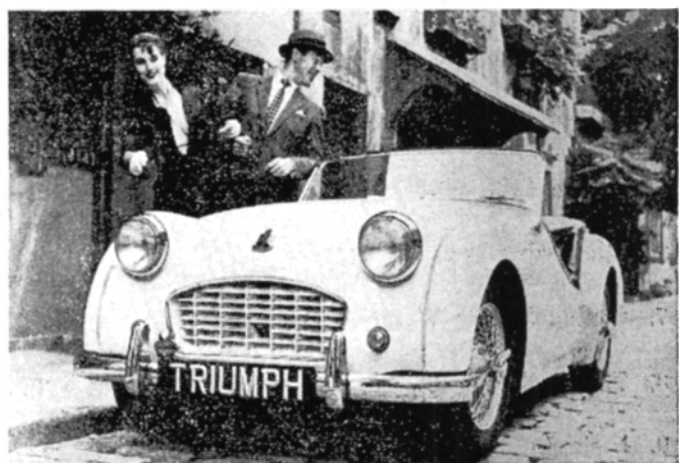
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TRIUMPH SPORTS OWNERS ASSOCIATION
P. O. Box 170, RADIO CITY STATION
NEW YORK 19, NEW YORK

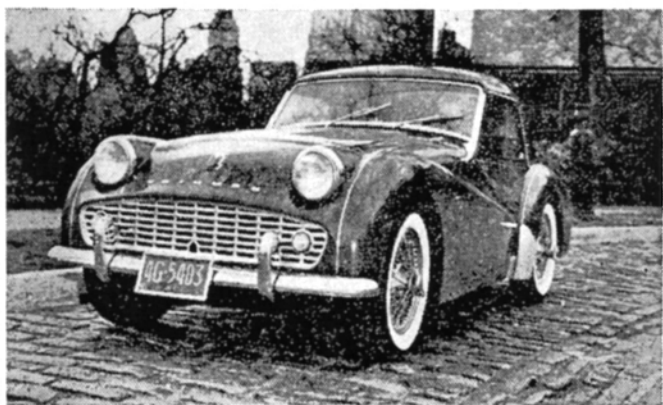
TRIUMPH — 1954 TO 1960



TR-2 — 1954-55



TR-3 — 1956-1957



TR-3A — 1958 to date

THE TRIUMPH SPORTS OWNERS ASSOCIATION

When the Triumph TR-2 appeared on the sports car scene in 1954, public response to the car's performance and other qualities was so good that the Standard-Triumph Motor Company realized immediately that here was the true "enthusiast's" car. The Triumph could be raced, driven in rallies or run to the store for groceries . . . it offered driving pleasure to many more people because of its combination of sports car performance and everyday practicality. The continued popularity of the TR-3 and TR-3A models has proved this fully.

To satisfy the varied needs of all types of Triumph owners, the Triumph Sports Owners Association was formed to act as an information center. Through the TSOA NEWSLETTER, members are kept informed of the latest developments and modifications on the Triumph, service and care of the car, activities of Triumph owners in the United States and national and international competition. A similar organization operates in England.

Other TSOA services include the annual Triumph Rallies of Europe which are offered to members as an economical and enjoyable way to see Europe via car. To aid owners in getting together to enjoy the advantages of a local club as well as the National Association, the TSOA encourages the formation of local chapters. These local groups take care of the social and competitive functions which are so important to a sports car club.

Triumph sports car owners are among the most loyal in the world. Through the NEWSLETTER, the Rallies and a policy of immediate service and help to members, the TSOA endeavors to keep its members enthusiastic Triumph boosters.

MEMBERSHIP

Membership in the Association is limited to Triumph sports car owners in the United States, their families and persons interested in Triumph sports cars and the purposes of the Association. To become a member, the owner or interested person must fill in the Association Registration Form and mail it, together with a registration fee of \$5.00 (covering cost and postage of Handbook, Car Badge, future additions to the Handbook, subscription to the NEWSLETTER and a 1-year subscription to the STANDARD-TRIUMPH REVIEW) to:

TRIUMPH SPORTS OWNERS ASSOCIATION

P. O. Box 170, Radio City Station

New York 19, New York

As soon as the Registration Form is received, the new member will be sent his Car Badge and Handbook. His subscription to the NEWSLETTER will begin with the issue following his registration.

TRIUMPH SPORTS OWNERS ASSOCIATION—BY-LAWS

1. The name of this Association shall be Triumph Sports Owners Association.

2. The purposes of this Association shall be to encourage the ownership and operation of Sports Cars, to promote the safe, courteous, efficient and skillful operation of Sports Cars on the highways, to act as a source of information for members, to further the interests of owners and drivers of Sports Cars and to promote the sport and pastime of motoring in all its phases and to do all such acts and things, to make all such arrangements for any and all purposes as may be determined necessary, and to own real and personal property in connection therewith.

3. The Association emblem shall be the design of a shield, striped and sectioned in blue and white, inscribed with the initials T.S.O.A. or the Association name.

4. All owners of Triumph Sports Cars, employees of Standard-Triumph Motor Company, Inc., its appointed distributors and their Triumph dealers, and persons interested in Sports Cars and the purposes of the Association shall be eligible for membership except that at no time shall the number of members not owning Triumph Sports Cars exceed 25% of the total membership. One membership in the Association shall include all members of the immediate family.

5. Dues shall be \$5.00, payable on application and members shall receive the Association Badge, Handbook, a subscription to any publications of the Association and a one-year subscription to the STANDARD-TRIUMPH REVIEW. No refunds of membership dues shall be granted.

6. Members may be suspended or expelled from membership by the officers for infraction of Association rules or conduct tending to reflect on the reputation and integrity of the Association.

7. Meetings of the Association may be called from time to time by the officers.

8. At all meetings, a majority of the officers shall constitute a quorum.

9. The officers of the Association shall consist of a President, Secretary-Treasurer and such Assistant Treasurers or Assistant Secretaries as may be from time to time desirable and the officers shall have all the duties normally appertaining to said offices.

10. The present officers of the Association are President and Secretary-Treasurer. Any vacancy in such office shall be filled by vote of the officers.

11. The officers may, from time to time, offer assistance to and recognize local chapter groups of members of this Association. However, under no circumstances shall this Association be responsible for any debts, damages or liabilities of any kind or nature incurred or sustained by any chapter.

12. All persons or corporations extending credit to, contracting with, or having any claim against the Association or the officers shall look only to the funds and property of the Association for payment of any such contract or claims or for the payment of any debt, damage, judgment, or decree, or any other money that may otherwise become due or payable to them from the Association or the officers, so that neither the members of the Association nor the officers, present or future, shall be personally liable therefor.

13. Any person made a party to any action, suit or proceeding by reason of the fact that he, his testator or intestate, is or was an officer or employee of the Association shall be indemnified by the Association against all expense actually and necessarily incurred by him in connection with the defense of such action, suit or proceeding, including attorney's fees, except in relation to matters as to which he shall be adjudged in such action, suit or proceeding to be liable for negligence or misconduct in the performance of his duties as such officer or employee. Such right of indemnification shall not be deemed exclusive of any other rights to which such officer or employee may be entitled apart from this By-Law.

14. The By-Laws of this Association may be amended by vote of the officers.

ADDITIONS TO THE HANDBOOK

This book is printed and bound to allow addition of new information sheets. As new service, technical and other data becomes available, sheets will be issued which can easily be added to the book.

USEFUL DATA APPLYING TO THE TR2. AS DELIVERED FROM THE FACTORY

Car Number (Commission Number)—plate on dash. Engine number—on cylinder block. Both numbers under hood. Number of cylinders—Four. Bore 83 mm. (3.268 ins.). Stroke 92 mm. (3.622 ins.). Capacity 1,991 c.c. (121.5 cu. ins.). Compression ratio 8.5. Firing order 1, 3, 4, 2. Brake Horse Power—road setting 90 b.h.p. at 4,800 r.p.m.

Dimensions

Wheelbase	7' 4"	Height—	
Track (front)	3' 9"	Top up	4' 2"
Track (rear)	3' 9½"	Top of screen	3' 10"
Ground clearance (under axle)	6"	Top down, screen removed	3' 4"
Turning circle (between curbs)	32' 0"	Weight, curb conditions (exclud- ing extra equipment), but com- plete with gasoline, oil, water and tools—	2107 lbs.
Tire size	5.50"—15"	Axle weights—	
Tire pressures—(see Inst. Book).		Front—	989 lbs.
Front	22 lbs./sq. in.	Rear—	896 lbs.
Rear	24 lbs./sq. in.	Shipping weight (dry)—	1771 lbs.
Length	12' 7"		
Width	4' 7½"		

Capacities

Fuel tank 15 gallons (57 litres). Engine sump 13.2 pints (6.5 litres). Gearbox 1.8 pints (0.8 litres), if fitted with overdrive 4.2 pints (2 litres). Rear axle 1.8 pints (0.8 litres). Cooling system 16.8 pints (7.5 litres). With Heater 17.4.

Timing Data

Valve timing (rocker clearance set at 0.015"): Inlet opens 15° B.T.D.C., closes 55° A.B.D.C. Exhaust opens 55° B.B.D.C., closes 15° A.T.D.C. ignition timing (normal) 6° B.T.D.C.

Timing Marks

Top Dead Centre Mark, hole drilled in fan pulley and pointer on timing cover. 15° before or after top dead centre=0.081" piston travel or 1.5" measured round the flywheel adjacent to the starter teeth).

Tappet Clearances (running). Engine cold.

Inlet valve 0.010". Exhaust 0.012". For prolonged high speeds, both exhaust and inlet should be 0.013". Contact breaker points gap 0.015".

Carburetors—Twin S.U. Type H.4.

Jet Needles—normal running FV. For maximum performance use GC.

Plugs. Normal, Lodge type CNY. For maximum performance, colder running, use Lodge type 2HN.

Steering. High gear, cam and lever type.

Front Wheel Geometry. Camber static laden 2°. Castor 0°. King pin inclination 7°. Track Setting:—Toe-in $\frac{1}{8}$ ".

Car Suspension. Static deflection of wheels, Front $5\frac{1}{8}$ ", competition $4\frac{1}{8}$ ".

Rear 4" normal and competition.

Shock absorbers: Front, Girling telescopic. Rear, Armstrong lever arm type, Normal and Competition setting.

Performance

The following performance may be expected from an engine in correct tune and fully run in:—

Maximum B.H.P., 90 at 4,800 r.p.m. (complete with fan, generator, etc.).

Maximum torque, 1,410 lb./ins. at 3,000 r.p.m. Equivalent to 145 lb./ft.

B.M.E.P. Piston speed, 2,850 ft./min. at 4,800 r.p.m. This is equivalent to 100 m.p.h. in top gear allowing for centrifugal force on the tires.

Transmission ratios:

	O/Drive	Top	3rd	2nd	1st	Rev.
Gearbox	0.82	1.00	1.325	2.00	3.38	4.28
Overall	3.03	3.7	4.9	7.4	12.5	15.8

Road Speeds

Engine speed at	O/Drive	Top	3rd	2nd	1st	Rev.
10 m.p.h.	410	500	660	1000	1680	2130
10 km./hr.	254	310	410	620	1050	1325

Speeds at 1,000 r.p.m.: Top Gear 20 m.p.h.
Overdrive 24.4 m.p.h.

Car Performance

Maximum speeds: (touring trim)	Gear	M.P.H.	Km.P.H.
	Top	110	175
	3rd	75	120
	2nd	45	75
	1st	25	40

Acceleration (two up) top gear.	20—40 m.p.h.	9 secs.
	(32—64 km.p.h.)	
	30—50 m.p.h.	9 secs.
	(48—80 km.p.h.)	
Through gears	0—50 m.p.h.	8 secs.
	(0—80 km.p.h.)	
	0—60 m.p.h.	12 secs.
	(0—96 km.p.h.)	
Standing	$\frac{1}{4}$ mile	18 secs.

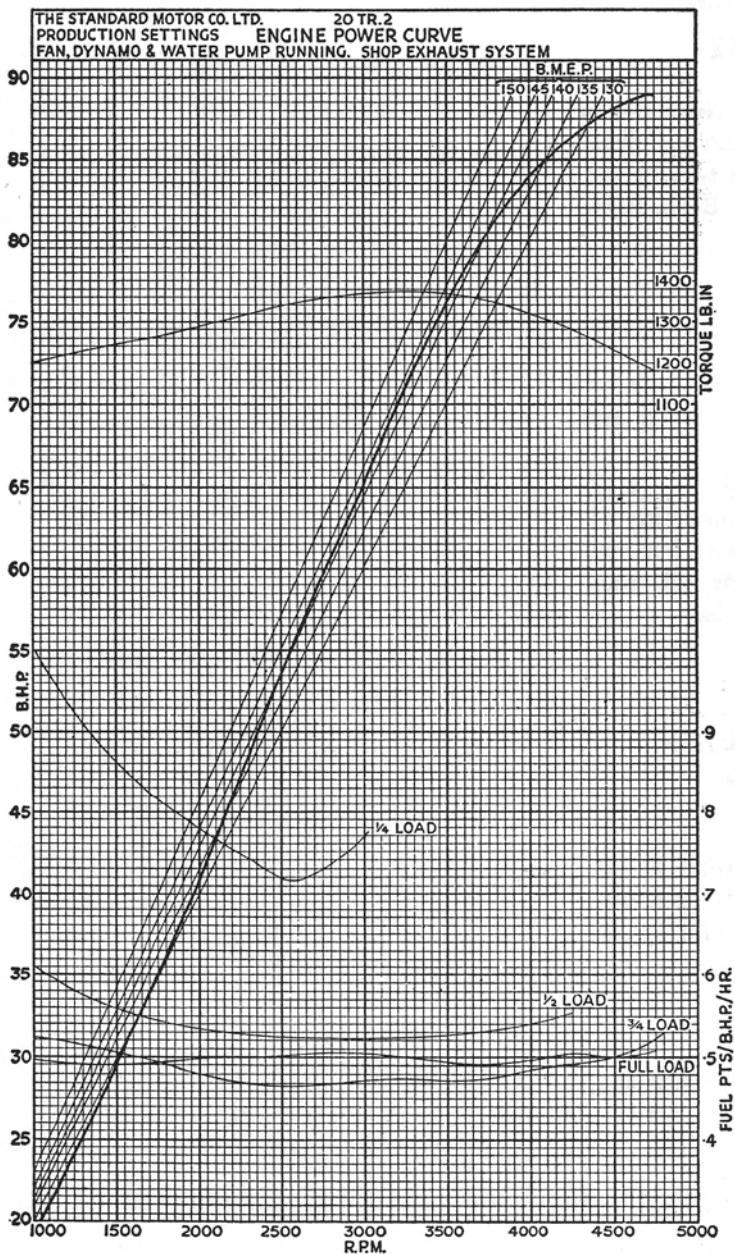
Consumption

Gasoline: High speed touring 32 m.p.g. (8.8 litre/100 km.).
oil: 3,000 m.p.g. (1,100 km. per litre).

Braking

30 m.p.h. (48 km.p.h.), stopping distance 30 feet (9 metres).

20 TR2. POWER CURVE



Engine: Type 20 TR2. Compression ratio 8.5. Carburetors: Twin S.U. F.V. Needles with air cleaners. Ignition: Automatic advance.
 Remarks: Fan, Generator and Water Pump running, shop exhaust system.

USEFUL DATA APPLYING TO THE TR3.

AS DELIVERED FROM THE FACTORY

Car Number (Commission Number)—plate on dash. Engine Number—on Cylinder block. Both numbers under hood. Number of cylinders—Four. Bore 83 mm. (3.268 ins.). Stroke 92 mm. (3.622 ins.). Capacity 1,991 c.c. (121.5 cu. ins.). Compression ratio 8.5. Firing order 1, 3, 4, 2. Brake Horse Power—road setting 100 b.h.p. at 5,000 r.p.m.

Dimensions

Wheelbase	7' 4"	Height—	
Track (front)	3' 9"	Top up	4' 2"
Track (rear)	3' 9½"	Top of screen	3' 10"
Ground clearance		Top down,	
(under axle)	6"	screen removed	3' 4"
Turning circle		Weight, curb conditions (exclud-	
(between curbs)	34' 0"	ing extra equipment), but com-	
Tire size	5.50"—15"	plete with gasoline, oil, water	
Tire pressures—(see Inst. Book).		and tools—2135 lbs.	
Front	22 lbs./sq. in.	Axle weights—	
Rear	24 lbs./sq. in.	Front—1000 lbs.	
Length	12' 7"	Rear—907 lbs.	
Width	4' 7½"	Shipping weight (dry)—	
		2009 lbs.	

Capacities

Fuel tank 14.4 gallons (54.7 litres). Engine sump 13.2 pints (6.25 litres). Gearbox 1.8 pints (0.8 litres), if fitted with overdrive 4.2 pints (2 litres). Rear axle 1.8 pints (0.8 litres). Cooling system 16.8 pints (7.5 litres). With Heater 17.4.

Timing Data

Valve timing (rocker clearance set at 0.015"): Inlet opens 15° B.T.D.C., closes 55° A.B.D.C. Exhaust opens 55° B.B.D.C., closes 15° A.T.D.C. Ignition timing (static) 4° B.T.D.C.

Timing Marks

Top Dead Centre Mark, hole drilled in fan pulley and pointer on timing cover. 15° before or after top dead centre=0.081" piston travel or 1.5" measured round the flywheel adjacent to the starter teeth).

Tappet Clearances (running). Engine cold.

Inlet valve 0.010". Exhaust 0.012". For prolonged high speeds, both exhaust and inlet should be 0.013". Contact breaker points gap 0.015".

Carburetors—Twin S.U. Type H.6.

Jet Needles—For normal and competitive work use SM.

Plugs. Normal, Lodge type CNY. For maximum performance, colder running, use Lodge type 2HN.

Steering. High gear, cam and lever type.

Front Wheel Geometry. Camber static laden 2°. Castor 0°. King pin inclination 7°. Track Setting:—Toe-in $\frac{1}{8}$ ".

Car Suspension. Static deflection of wheels, Front $5\frac{1}{8}$ ", competition $4\frac{1}{8}$ ". Rear 4" normal and competition.

Shock absorbers: Front, Girling telescopic. Rear, Armstrong lever arm type, normal and competition setting on both front and rear.

Performance

The following performance may be expected from an engine in correct tune and fully run in:—

Maximum B.H.P., 100 at 5,000 r.p.m. (complete with fan, generator, etc.).
Maximum torque, 1,410 lb./in. at 3,000 r.p.m. Equivalent to 145 lb./ft.
B.M.E.P. Piston speed, 2,850 ft./min. at 4,800 r.p.m. This is equivalent to 100 m.p..h. in top gear allowing for centrifugal force on the tires.

Transmission ratios:

	O/Drive		O/D.		O/D.			
	Top	Top	3rd	3rd	2nd	2nd	1st	Rev.
Gearbox	0.82	1.00	1.085	1.325	1.64	2.00	3.38	4.28
Overall	3.03	3.7	4.02	4.9	6.07	7.4	12.5	15.8

Road Speeds

Engine	O/Drive		O/D.		O/D.			
Speed at	Top	Top	3rd	3rd	2nd	2nd	1st	Rev.
10 m.p.h.	410	500	540	660	820	1000	1680	2130
10 km./hr.	254	310	335	410	510	620	1050	1325

Speeds at 1,000 r.p.m.: Top Gear 20 m.p.h.
Overdrive 24.4 m.p.h.

Car Performance

Maximum speeds: (touring trim)	Gear	M.P.H.	Km.P.H.
	Top and		
	Top O/Drive	110	177
	3rd O/Drive	90	145
	3rd	75	120
	2nd O/Drive	55	90
	2nd	45	75
	1st	25	40

Acceleration (two up) top gear.	20—40 m.p.h.	9 secs.
	(32—64 km.p.h.)	
	30—50 m.p.h.	9 secs.
	(48—80 km.p.h.)	
Through gears	0—50 m.p.h.	8 secs.
	(0—80 km.p.h.)	
	0—60 m.p.h.	12 secs.
	(0—96 km.p.h.)	
Standing	$\frac{1}{4}$ mile	18 secs.

Consumption

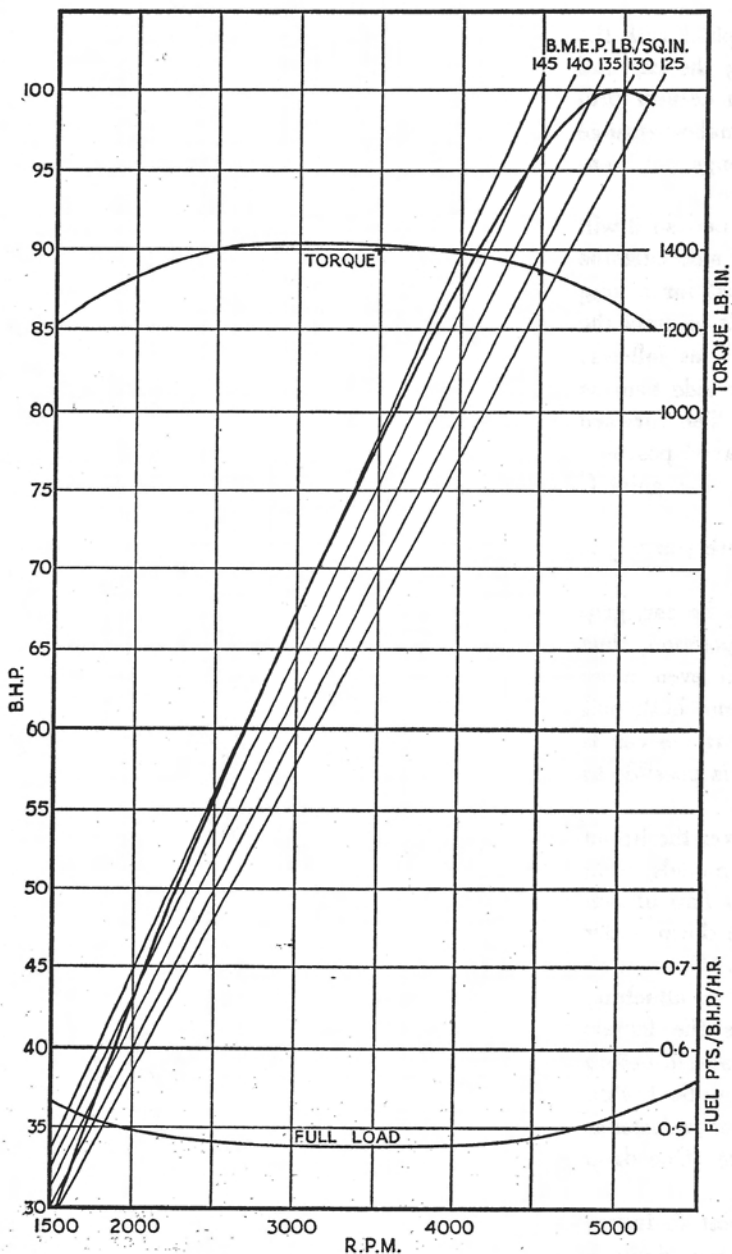
Gasoline: High speed touring 26—32 m.p.g. (10.87—8.83 litre/100 km.).

Oil: 3,000 m.p.g. (1,100 km. per litre).

Braking

30 m.p.h. (48 km.p.h.), stopping distance 30 feet (9 metres).

20 TR3 POWER CURVE



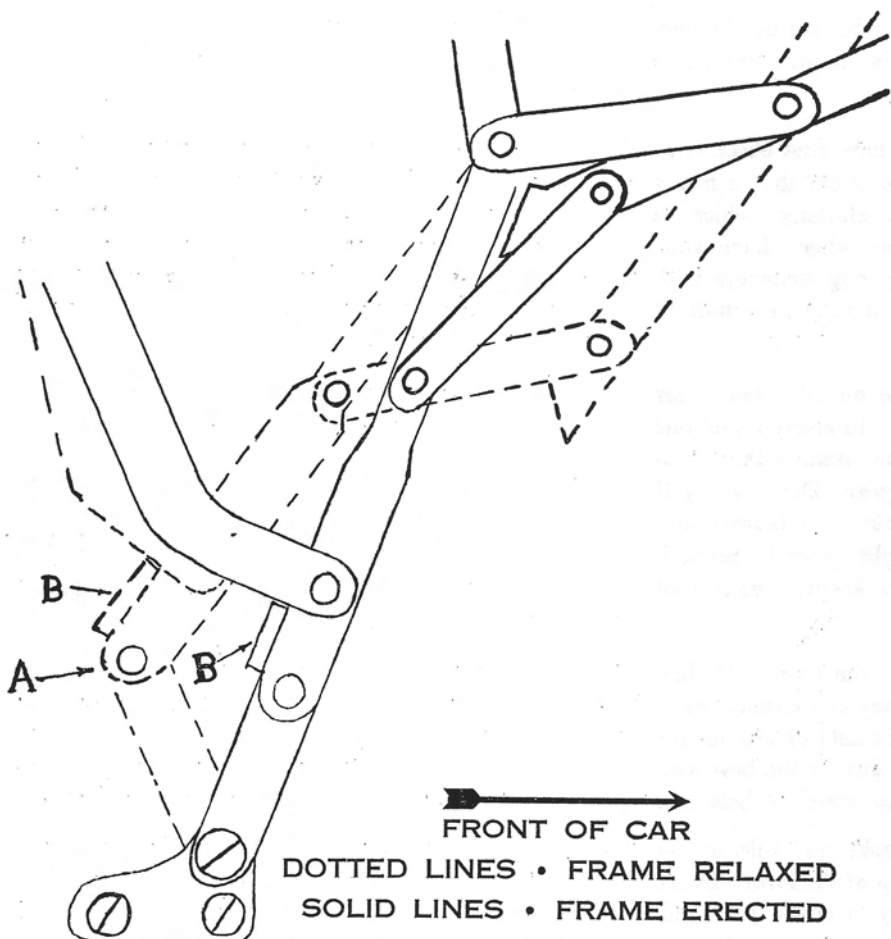
Engine: Type 20 TR3. Compression ratio 8.5 Carburetors: Twin S.U. H.6. Remarks: Fan, Water Pump, Generator Running, Shop Exhaust System, Premium Grade Fuel.

HINTS AND TIPS FOR NEW OWNERS

When you buy a new Triumph, the Owner's Manual supplied with the car will tell you everything you need to know about driving the car and taking basic care of it. However, new owners often question certain procedures and operations. A new car is different and often makes strange noises that take getting used to. The following list covers things not mentioned in the Owner's Manual and may help set your mind at rest.

1. The soft top on a TR-3 is planned to fit very tightly when new so it will not sag after a few months' use. As supplied, the top and side curtains are among the best-fitting items of their kind and will last for a long time. Therefore, do not be concerned if the top is difficult to erect the first few times. The correct method of raising the roof is as follows:
 - A. Erect the top bows, leaving the knee joints at either side bent as shown by the dotted lines in the illustration (A). The forward bow is shown by dotted lines at point C in the relaxed position. When erecting the bows, make sure it is moved so that point C is bent to the location of the arrow.
 - B. Button the top on completely. It does not matter where you begin. *Do not* lean on or pull on the windshield.
 - C. When all fasteners are secured, kneel or reach inside the car, grip the frame at B and pull knee joints to fully erect position, thus tightening the top. This step can be accomplished even more easily if one person stands at each side of the car and both pull forward at the same time. This is especially good if the car is new. Be careful of your fingers at this point . . . it is possible to catch and bruise them between frame members.
 - D. Open out and fit the rubber-backed roll of material over the lip on the inner edge of the upper windshield frame. Latest models, from approximately June, 1959 production, have an extra flap of material at the front of the top which must be buttoned down under the Tenax fasteners in order to have proper sealing. On cars so equipped and on older models as well, be careful when attaching these push-button fasteners. When attaching, place the female section over the male peg and make sure it is firmly seated before pushing the button. Never apply the fastener by pushing the button since this will damage the locking jaws. Remove the Tenax fastener only by pulling the button, never by pulling the base. One drop of oil inside the snap will improve action.
 - E. Put a drop of penetrating oil on each top frame joint to insure smooth action. Wipe off surplus oil immediately or it may damage the paint.

For side screen information, see the Service section.



2. The tonneau cover on a new car will also be stiff, since the material, like that of the top, tends to stretch, rather than shrink.
3. The gearbox in a TR-3 is built on a massive scale and is capable of standing up to full racing performance. Due to this, shifting is inclined to be stiff for the first two or three thousand miles. The heavy construction and close proximity of the driver result in some gear noise, particularly in the first three gears. This is to be expected and should cause no alarm. Remember, first gear is not protected by syncromesh. Clashing the gears tends to chip the leading edges of the teeth, which may possibly result in gear failure at a later date. **DO NOT TRY UNNECESSARY DOWNSHIFTS INTO FIRST WHEN ROLLING AT 10 OR 15 MILES PER HOUR.** Preferably, do not engage first gear when moving.

4. Michelin X tires, if fitted, will sing at highway speeds. Do not be concerned about this since it is caused by their peculiar tread pattern and remarkable grip on the road.
5. If any wheel vibrations are evident when the car is new, first check your tire pressures which are more critical on a light sports car than a heavy sedan. If exact pressures do not correct wheel shimmy, which is generally evident through a tremor in the steering wheel, have your dealer take corrective action right away. Driving long distances with unbalanced or out-of-round wheels throws tires out of shape, a condition which is very difficult to correct later on.
6. If your car has overdrive, remember it is for use on all three upper gears. It can be very helpful when driving in traffic. In heavy rush-hour traffic, second gear and second overdrive may be used, rather than shifting back and forth between second and third gear. Don't worry if the overdrive engages or disengages with a slight jerk . . . it is intentionally designed to engage without the loss of a split second. Smooth engagement and disengagement can be effected by keeping your foot on the gas when switching.
7. Please be careful when storing the side curtains in the trunk. If they are thrown carelessly in, one on top of the other, they can damage each other through vibration and the tendency of the brackets of one to dig into the material of the other. Spend a little time figuring the best way to stow them, using a protective piece of blanket or towel in between.
8. Read the Owner's Manual carefully on how to engage and release the handbrake. The plastic grip is threaded on to the top of the lever. Don't try to screw this grip on too tight or you are likely to crack it around the threads.
9. To prevent unidentifiable rattles from the rear end, it is a good idea to take out all the tools from the spare wheel compartment and pack them in the tool roll provided. If the jack and ratchet handle seem to have disappeared, remove the spare wheel since they often slide down behind it. Put the ratchet in the tool roll and wrap the roll around the jack before strapping tightly to the side of the compartment. The starting handle may be shoved down beside the spare or placed across the back of the compartment. In order to prevent the copper hammer for wire wheels from sliding around noisily, wrap an old cloth around it and secure the cloth with rubber bands.

While you have the compartment open, make sure the spare is inflated in case of future emergencies.

